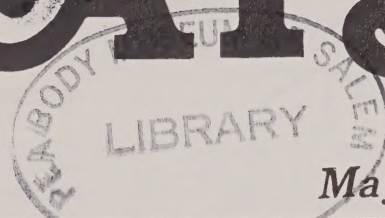


Twice a Month!



messing about in BOATS



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messing about in BOATS

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Our Next Issue...

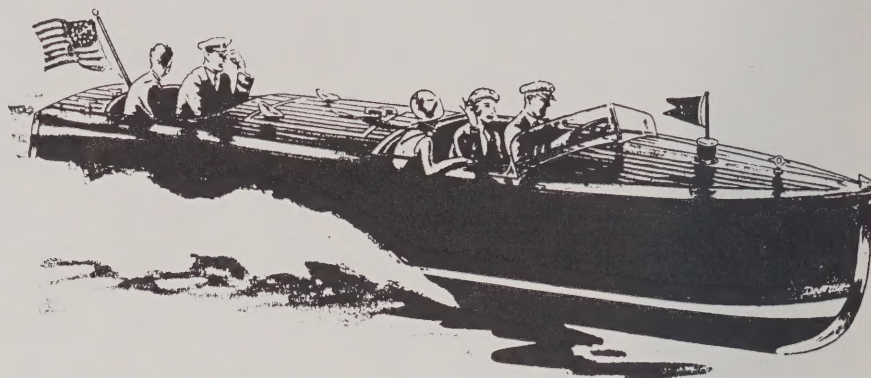
Will include (finally) several
articles that have waited a while:
The review of two low cost stitch &
glue kayaks you can build; that
look at some of the Bolger designs
Elrow LaRowe is marketing; a visit
to Shaw & Tenney's oar and paddle
plant; Bob Whittier's Seamaster
runabout. And some new stuff:
What's happening for boating at the
old Charlestown Navy Yard; a fami-
ly style rowing/sailing gig; some-
thing more on currachs; learning
to sail in a bygone time; Weston
Farmer's workhorse Wanigan; Eric
Sealine's interesting sharpie pro-
ject. And the June events calendar.

On the Cover...

Yes, that's an outboard run-
about, but a nice older one with
character and a story about the
pleasures of restoring and enjoying
these 1950 era boats on Lake
George.

Commentary

BOB
HICKS



There's an outboard runabout
on the cover of this issue and al-
ready I can hear the surprised re-
marks from some readers. I've not
done much with motorboats in 4
years, and usually when I have,
they've been old time vintage craft.
Peter Cartier's story on this boat
as just our sort of article, though,
and the boat is a wooden lapstrake
of 30 years vintage, so here it is.

The problem I have getting
interested in outboard boats is
based on their pervasiveness today
on the water as seagoing automo-
biles. They are used on the water
just as cars are on land, to get a-
round, race about, get there in a
hurry. Like todays cars, they're
not very interesting to me. I have
found just about an inexhaustable
source of interesting stories in
boating without paying any atten-
tion to the boring, modern "appli-
ance" approach to boats. They do
serve their purpose, just as do the
big inboard floating condos and
sailing summer homes. Many people
want boats just to be out on the
water, they're not interested in the
boats as unique objects that can
get a grip on one's life.

I am not an antique or tradi-
tional or vintage boat purist. I am
an "interesting boat" enthusiast.
Yes, this is a very subjective way
to view this activity. I find most
periodicals today increasingly fo-
cussed on ever more narrow fields
of interest. Just like most people.
periodicals today increasingly fo-
cussed on ever more narrow fields
of interest. Just like most people.
I happen to be more broad guage in
viewpoint. That most of the boats
that grace these pages tend to be
older, or more traditional or vint-
age, is due to them being more in-
teresting to me. It's the human
side of the boats that makes this
happen. I'm much more interested
in a boat built or restored by
someone who put time and effort of
his own into it than in the product
of some assembly line.

The very thing that makes the
assembly line boat ideal for the
consumer boater makes it boring for
me (for the most part). Consumers

want boats that they can drive like
their cars, equipped with all sorts
of reliable gear to do everything
for them, and undemanding in care
and maintenance. Stories about the
"latest" boat from some firm with a
review of all the gear on it, it's
decor, etc. put me to sleep. So
dull. This is because I'm not a ve-
ry good consumer.

I wake up to the stojries about
the boats someone has put some-
thing of himself into, whether de-
signing, building, restoring, or
whatever. So I can get interested
in a superb classic restoration, or
a plywood box built in three hours
for some local "funny boat" race.
The older boats that catch my at-
tention usually have some interest-
ing person behind them. They re-
flect the quirks of human nature,
sometimes just right, sometimes not
so right.

So, back to runabouts. In this
issue besides Pete Cartier's contem-
porary story is the first of two
parts of a five page reprint of a
Weston Farmer inboard design from
30 years ago. I like Weston Farm-
er's writing and views and enthus-
iasm for boats that work right. His
motor boats were boats, designed to
deal with the conditions met on the
water. They were meant to be con-
sumer boats of the period, but no
effort was made to create surro-
gates for automobiles. One was
still expected then to acquire some
awareness of what the water de-
mands of a boat. Boats were still
boaty (nice word) and not "designer"
boats, heavily emphasizing graph-
ics, appearance and lots of motor
power to drive the platform over or
through the water.

Yes, it's possible for me to
enjoy a wood canvas canoe, a fiber-
glass sea kayak, an inboard
launch, an outboard runabout, a
rowing shell, a funky "character
boat" camper cruiser, a catamaran,
a tugboat, a steamboat. Any boat,
as long as it projects an indefina-
ble allure, as long as it's "inter-
esting". Subjective this may be,
but certainly not narrowly fo-
cussed.

ACCESS, SAFETY AND ALL THAT

I believe the crux of the problem of accessibility is not the actual access points but the parking, and the fear of law suits in case of accidents. Many "officials" seem to look on canoes, kayaks and any non-motorized boats as unsafe. I extend this to the Coast Guard, which a few years ago judged a john boat as a good design and a dory as very unsafe. They arrived at this conclusion by stepping aboard each on the gunwales. The john boat will support this weight but a dory will give you a dunking. Perhaps the admiral who performed this "test" was seldom in small craft and did not understand about stepping into the center of such a boat when boarding. This was reported in a NATIONAL FISHERMAN article a number of years ago.

It has been my observation over 66 years on the water that safety depends more on the personal capabilities than on the boat. Combine a knowledgeable boathandler and a well-designed craft, and they can survive really bad conditions. On the other hand, the best sailor and boat can be overwhelmed if conditions conspire against them. Conversely, an idiot can drown a boatful in a wading pool if he tries. There's an old saying, "The difference between genius and stupidity is that genius knows its limits!"

I speak from experience. Keeping one's cool and planning the right moves is 90% of survival. I have been both cool and a fool, but in being a fool and getting yourself out of the predicaments created is the source of experience. Even the best err at times.

At my age, prejudices are strong. I get teed off at stupid government agencies. Has anyone come across an instance where the Massachusetts Marine Registry people have been of assistance to disabled craft? Can anyone explain why a boat of under 20' has to be able to float if swamped, but one over that length can sink and the law cares not? Why cannot VHF Channel 16 be properly used? Why is it an item proven for its purposes by years of use is suddenly found to be "dangerous" or "obsolete" and discontinued or made illegal? The important point here is knowing limitations of use.

We don't need lawyers, insurance firms and officials with axes to grind continuing to make laws, while perhaps well intentioned (ie. for "safety") that view us all as incompetent and in need of "Big Brother's" supervision.

I am reminded of how it once was by the FRANCES, a converted old Boston T Wharf fisherman. Her owner at the time, Charlie Forsyth, fitted her out to his own tastes. Her cabin looked atrocious, it

Op~Ed Page

This section exists for readers to express their opinions about subjects that have appeared in MESSING ABOUT IN BOATS, including debating editorial remarks I have made. Your comments will be published here edited only for clarity and to remove redundancy.

loomed 2'6" over the deck, but inside it gave Charlie full headroom for his 5'4" height, no fun for those taller. The high cabin sides and wide side decks made this a most secure vessel on which to go forward with hand grips at a perfect height. And, I could stand forward on the head and handle the anchoring gear through the hatch in the worst weather safely. Her 9' beam and 26' LOD had flared topsides and would lift over virtually any sea.

But her powerplant was her prize. She had a keel cooler that was connected to an automobile radiator in the cabin. Two hose clamps., eight bolts and three control connections were all that needed attention in order to do an engine swap, a matter of 45 minutes. Charlie had three 6-cylinder Chevys all of the same vintage: One in the boat, one ready to go in, and one being overhauled.

This was 40 years ago!. Doubtless today her hot exhaust, automobile transmission, and rope steering would get her declared unsafe. But in those times, she ran five days a week, 30 weeks a year for more than ten years with but one mishap, a lost prop. Ah, for those good old days, make-and-break engines, no radios, and when you went out, getting back was your own responsibility

It is said, so a tale goes, that the reason so many fine vessels originated in Maine was because in earlier times, the designer, builder and ship chandler all had to go out on the maiden voyage. This soon eliminated most poor designers, shoddy builders and cheating equipment suppliers!

I have worked in wooden boat yards building all sorts of craft. In the '30's we lobstered from a sailboat. Where I now live, a wooden hull often has a shortened life due to borers, since the river pollution has been cleared up. One advantage of the polluted waters was they did not support teredos.

Harry Rolfs, Somerset, MA

NOSTALGIC CENTERSPREAD

I wanted to compliment you on the series of centerspread photos that have graced recent issues. They are very attractive and quite effective. Of particular interest to me was the February 1st photo of ENTERPRISE and SHAMROCK V, because the trials were held in Long Island Sound and all the J-Boats were based in our harbor in view of my backyard. I was an enthusiast with shipyard connections which got me on board six of the seven boats involved: ENTERPRISE, WEETAMOE, YANKEE, WHIRLWIND, old VIRTUE and also SHAMROCK. I only missed RESOLUTE, the other of the pre-1920 boats used as trial horses.

On one day, I was towed out into the Sound in my Wee Scot to the YRA regatta by WEETAMOE and her tender. Quite a thrill for a 15 year old!

Ward Bell, Sea Cliff, NY.

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Resurrecting a Runabout... and a Lifestyle

There she sat, looking forlorn and lonely in the anemic winter sun of upstate New York, an old wood lapstrake runabout of unknown vintage, a canvas cover with that "slept in" look, flapping in the breeze, a faded Evinrude hanging on the transom, the FOR SALE sign hanging askew by one rusty staple from the sheer strake.

As a youngster, I had whet my appetite for boats by tagging along as my big brother had gone through a hydroplane, a 12 foot homebuilt and a 16 foot Bristol bassboat on Narragansett Bay. "Someday", I said, "I'll own a boat of my own." A quarter century, one wife and three kids later, I reached my fortieth birthday and decided that "SOMEDAY" had finally arrived.

I had left boating in the late '50's - the pre-fiberglass days when the lines of a well turned lapstrake had made an indelible, but unconscious impression in my head. I still had a wooden mind in this age of fiberglass. Seeing this boat had brought that unconscious image into full blown awareness.

The price tag said \$475 making me suspicious and curious enough to return several times to look it over carefully. Each time I approached it, it seemed to get more friendly, like a puppy in a pound. Whenever I walked around the bow, it even seemed to wink at me. (Later, after the euphoria wore off, I discovered that the wink was in fact a sagging windshield frame.) I half expected the outboard motor to wag.

On one of my inspection trips, the owner came out and introduced himself - a pleasant fellow.

"Does the engine run?" I said.
"It did the last time I used it."

"How long is it?"
"Eighteen feet, I think."
"How old is it?"
"It's a '64."
"Does the price include the trailer?"

"No."
"Gee, I don't know how I'd get it home."

"Oh, I suppose I could deliver it if you could arrange to get it off the trailer."

"Well, let me get back to you."

Driving home -

"Now wait a minute. What are you getting into? You've done some carpentry, but can you rebuild a boat with all those weird curves and angles? Besides, 18 feet is smaller than you had in mind. You were thinking of a 19 or 20 footer weren't you? What's the good wife going to say? You've sort of casually been looking around, but you've never mentioned this to her. How is she going to react when you spring this on her cold turkey? Well, there's only one way to find out isn't there?"

At home -

"Hey, I just saw a wooden boat for sale!"
Silence.

"It's only \$475. OK if I buy it?"

"No."

"But, but... (Think fast!) I'm over forty!!"

"Oh, go ahead. You'll probably drive me crazy if you don't."

"Where's the checkbook?"

The day the boat came into my driveway, I no longer owned it - it owned me. The Bill of Sale said it was a 1964 CHETEK, a species I had never heard of, and 18 feet long, but it looked bigger. With the help of friends I removed the motor, hardware and windshield, rolled it over and put it in the garage. Somehow it seemed to fill the garage more than I had expected - it still looked bigger.

"Jeffrey, hold this end of the tape measure will you? Yeah, right on the transom." Transom to bow length: 19 feet, 8 inches. Gunwale length: 20 feet, 3 inches. "Ah, God is in His heaven and all is right with the world."

I won't burden the reader with the actual rebuilding process; that is better told by someone more experienced than me. Two of my mistakes, however, deserve sharing. Since I intended to trailer the boat I decided to fiberglass the hull. The first mistake was in preparing the hull for fiberglassing by sanding the paint off with a disc sander (I know, I know!). It took me four seasons of refinishing to remove the last vestiges of disc marks. The second mistake was fiberglassing from the keel all the way to the sheer strake. I could have stopped at the waterline and saved some aggravation, time and

money.

In six seasons, the boat has served us well as a day cruiser, fishing and swimming platform, ski boat, transportation to island camping, and for sharing Lake George with friends - all as a family. We find our summers revolving around getting out on the boat and winters waiting for the water to turn soft again. There is a deliciousness - I can't find a better word for it - to being out on the water in a craft that everybody in one way or an-

other has had a hand in bringing to its present condition.

Will I part with my first boat? Reluctantly, yes. I've discovered that process is as important to me as goal. And while this first boat has served as a center for family pleasure, the boat I've learned the most from and the one I will remember most fondly, I find that I want to continue the process of discovering and rebuilding wood lapstrakes - a pleasure equal to and perhaps greater than their use.

That was reinforced this past season when we used an 18 foot Grady-White Hatteras that took me two years to rebuild. It was fun but, well, she's for sale, too. The current project is a 1964, 23 foot Cruiser Inc. Navigator. This one may be a keeper. But then again, one never knows. You see, I'll be turning 50 soon. I can see it all now.

"Honey, where's the check-book?"

"Sweetheart, I'm hiding it!"

If Your Name is on It...

Suggestions based on what I've learned in the process.

1. If you're a first-time buyer, as I was, with an unfocused interest in runabouts, I'd suggest a careful perusal through Bob Speltz's Volumes I to V, "The Real Runabouts." Something will catch your fancy. (Available from Bob Speltz, 505 Albert Lea Street, Albert Lea, Minnesota 56007 and other sources.)

2. Don't be put off by lack of experience. There is a wealth of good books on how to do things. I found that it was my lack of confidence more than experience that caused my hesitation.

3. If you're over 40, buy it! Turning 40 allows you to do irrational things with no other explanation than, "Hey, I'm 40!" People will just nod knowingly.

4. Buy in the fall at the end of the boating season. The more obvious reason is that the price will be lower. Less obvious is the fact that you may have some idea as to how the boat has been treated during the boating season. Some people seem to get more casual about care and upkeep as the season progresses.

5. An autumn purchase gives you the winter to plan the rebuilding process and develop a sequence. It also provides time for your ideas to digest. I discovered that some of my earlier plans fermented instead and I was glad that I had time to change my mind about how I was going to do things.

6. If the seller tells you that he never had to do anything to it or that he never opened it up to check the bilges, it might be a good idea to say "thank you" and walk away from it. There are some disasters out there waiting for the unwary and unknowing.

7. Decide whether you are a restorationist or a rebuilder. There is a world of difference. The restorationist, and I'm glad they're around, wants to return a boat to its original condition and appearance. A rebuilder is interested in bringing the boat back into a usable condition and modifying it to his own prejudices without neces-

arily being concerned with original appearance. I've chosen the latter simply because my ego tells me that I can improve on someone else's work. Besides, purity is not a virtue I hold in high regard.

8. Don't be put off by a boat that you think may have some repairs beyond your abilities. There's help out there. One of the nice things about wooden boat people is their small town mind-set that includes cheerfully giving help when it's asked for. I would hesitate, however, to consider keel, stem or transom replacement the first time around. Any boat that needs one or more of those replaced probably has a lot more wrong with it that would scare off a first-time buyer anyway.

9 Break the rebuilding process down into a series of small tasks to be completed and put them into a sequence. You will feel as if you are getting somewhere as each step is completed.

10. Over the winter, order as many equipment catalogs as you can find and shop through them. Fill

out some order blanks, but don't mail them. You may find as I did that you'll change your mind later. It will also give you some idea of the cost of the project.

11. Estimate the total cost of the project, then double it.

12. Avoid setting deadlines. If you do you may rush the process. Keep the process and the goal separate and distinct.

13. Recognize that you will spend a great deal of time at first REMOVING things from the boat as you begin the process. The first time you put something BACK ON the boat will be a significant moment.

14. Do not attempt to justify purchasing a boat using adult, logical, rational reasons - there aren't any. Remember, a happy childhood can be started at any age.

15. You will discover that the more you learn about wooden boats, the less you know. That marks the beginning of wisdom.

16. There's a boat out there with your name on it. Go for it!

Peter J. Cartier

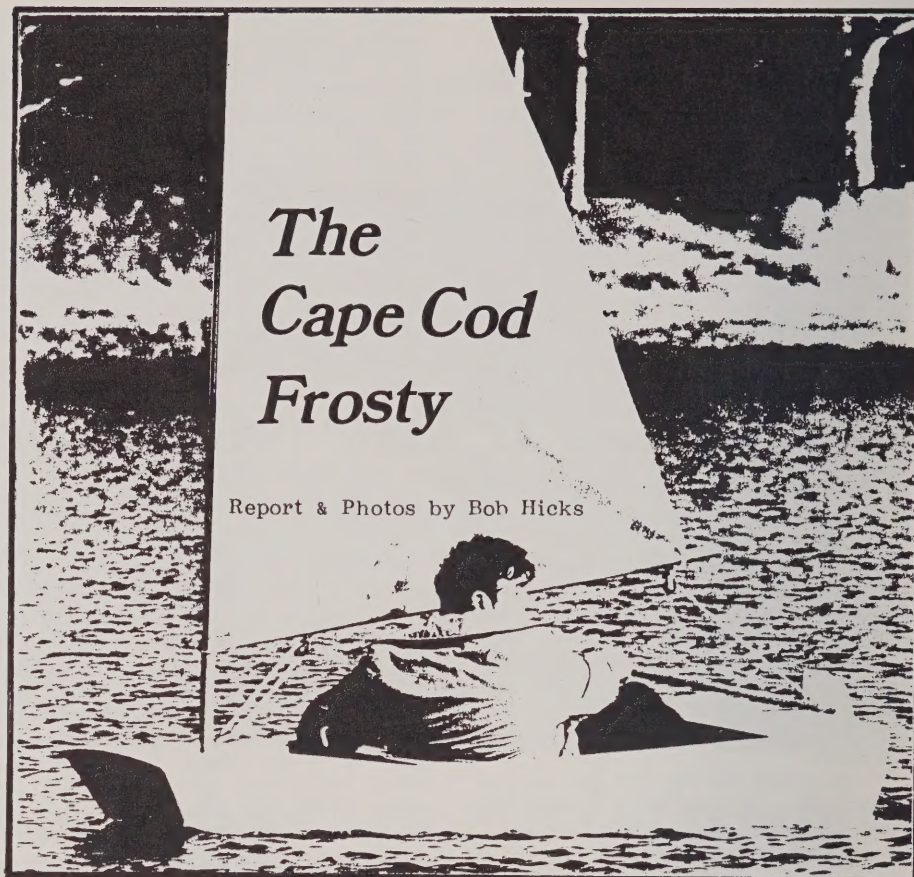


The wind was too strong on March 22nd at Crosby's Yacht Yard in Osterville, MA, and so I didn't get to watch a Cape Cod Frosty Regatta. I did get to watch a Cape Cod Frosty nose dive into the steep little wind driven chop and swamp, despite the skipper's hanging way, way out over the TRANSOM! He was Tom Leach, the Frosty designer, testing the waters to see if the dozen or so boats gathered for the Crosby Cup Regatta would go for it. After wrestling the tiny 6' long dinghy onto the nearby rescue boat, Tom came in to advise against racing. "The boat took on some water going upwind and when I turned downwind, it went forward and I couldn't keep the bow up," Tom explained. And so, everybody loaded up the boats into the backs of station wagons and pickups and left.

These are the only boats I ever saw carried inside of compact station wagons. At 76" long and weighing about 40 pounds (minimum class weight is 37 pounds), they're sort of a plywood box that fits nicely into a wagon. On a pickup, you can stack them up. On a roof rack, no problem as long as the racks are close enough together.

Tom Leach drew up his ideas for this mini sailing dinghy a couple of winters ago (1983) basing the hull on a conventional rowing pram. He's a harbor master on the Cape and winter was a slow time. He started a boatbuilding class to build the tiny stitch and glue craft and it caught on. Simple, cheap, easy to lug around. Easy to sail? Well, not exactly. In flat water with a modest breeze. But in a stiff 25 knot northeasterly with snow flurries and a steep little one foot chop on the shallows of Osterville Bay, not easy. But, most of the winter, up to 25 of the Frosties have been out on salt water every weekend racing. Once they were iced out, this time blown out. It wasn't the wind, it was the chop. Once water gets into the tiny hull and becomes surging ballast, forget control. But wind, with that 25 square foot sail, bring it on!

Low cost is a main factor in this phenomenon, sailing tiny dinghies in winter waters. The Association's secretary, Ken Simpson was looking for his boom's gooseneck when I walked by. It was, it seems, a small hose clamp with a little bit of metal tubing attached to it. This would be clamped around the wooden closet pole that serves as a mast. Ken kept trying to fit a socket wrench socket as a substitute, but then the missing gooseneck assembly turned up in the toolbox. The rest of Ken's boat is pretty faithful to the spirit of low cost, luan plywood hull epoxied up, unpainted clothespole spar, etc. Certainly less than \$100 in that rig, unless maybe the sail was more sophisticated than it looked.



The Cape Cod Frosty

Report & Photos by Bob Hicks

But, one need not be governed by cost it seems. A look at the yacht finished CREAMCICLE showed that even with a six foot dinghy, one can lavish time and materials galore. Gorgeous cream paint job with orange graphics and varnished cockpit coamings and spray shield forward, interior all bright finish, beautiful little rudder and daggerboard, varnished turned mast partner (no bare hole in the deck here), varnished lifting handle. Truly yachty.

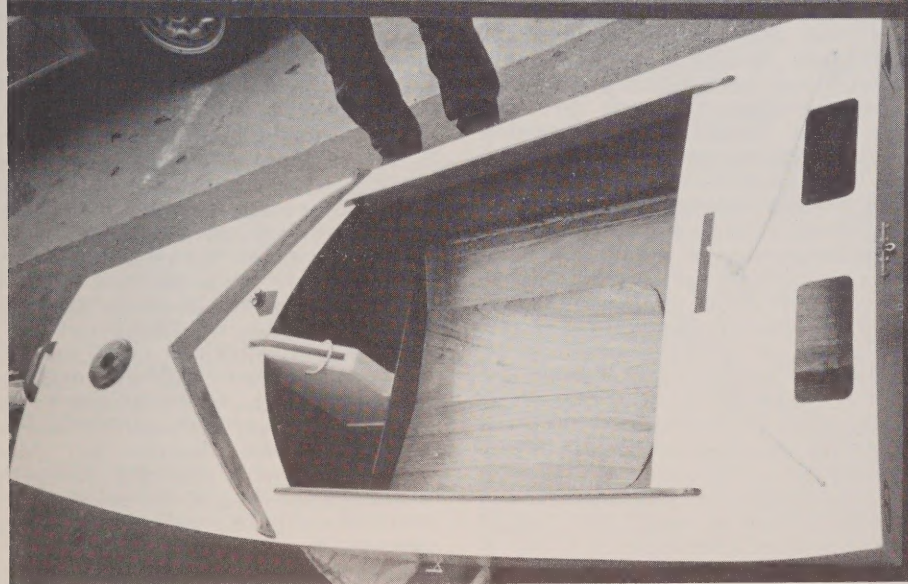
Leach says there is now an official one design class with all the pertinent specs to be adhered to, and fleets have sprung up in several other areas, notably one near Pittsburgh, PA. You don't need much room to race Frosties, in fact sheltered waters are almost required. The skipper is so overwhelmingly heavier than his craft that any unnecessary jockeying about creates big handling problems, like the boat will just stop, or swamp, or turnover. Even with the decking all around, leaving just a 3'x3' cockpit. Leach says the danger of capsizing is slight with the tiny 25 square foot sail hardly enough to overpower an adult skipper. But he admits that after the wind tops about 15 knots, the bow starts that submarining going downwind, requiring the skipper to hike out over the stern.

So you take your pick of opinions on sailing the Frosty. The 1985 champion, Dr. Preston Dalgish, was quoted in an article in YACHT RACING & CRUISING maga-

zine, saying one of its charms is that they all sail "equally slow". A former North American Daysailer Champion, Bill Moore, in an article in OFFSHORE magazine, said the vessel is the "trickiest boat he has ever sailed because of the complexity of the technique involved." These guys are talking racing, of course.

The Frosty notion is an obvious success. Tom Leach has sold over 150 sets of plans at \$35 a set. An acquaintance of Tom's, Jim Condon of Sailpower Corp. in Springfield, MA, has built fiberglass versions commercially and shipped boats to Texas and California, as well as populating the local Connecticut River for winter racing in the warm waters from the local hydroelectric plant. Condon's boat sells for around \$500, much, much more than the estimated \$100 home builder expenses, and opinions seem to differ on the plastic version's competitiveness. But some people aren't into building, even something so simple as a Frosty.

So, what if you just don't want to go "frostbiting" on the winter sea? This ought to be a very cheap fun summer pond boat, lots more fun than inflatables and such because it really does sail. In very small bodies of water, the scale is just right. Bigger than a radio controlled model, smaller than an Optimist Pram. And with lumberyard materials and Tom's \$35 set of plans, you have something to sail that will bring smiles to all who notice.



Left from top: A Frosty will fit right into a compact station wagon, with just the spars sticking out. CREAMCICLE was gorgeously done up in cream, orange and varnish, inside and out. Right from top: Double decked transporter. Ken Simpson readies his Frosty, fits clothespole spar with hose clamp gooseneck fitting, prepares to carry to launch site.

Want to know more about Frosties? Try the following:
 The Cape Cod Frosty Class Association, P.O. Box 599, Harwich, MA 02645, (617) 432-3704. Plans and racing information.
 Sailpower Corp., 310 Verge St., Springfield, MA 01129, (413) 543-5824, fiberglass Frosties.



About This Gig Racing

Jim Thayer has become enamored of gig racing it would seem, judging from the excess of material on that subject which appeared in his current issue of *THE THOLEPIN* (if you do not see this marvelous bit of journalism, send \$3 to Thayer & Co., 2106 Atlee Rd., Mechanicsville, VA 23111). He's even decided to unilaterally form the "International Gig Union". He tells it all best as follows:

"Now hear this! I hereby declare to be established the International Gig Union. Having done so, I appoint myself Executive Secretary.

Impassioned pleas for action normally elicit only yawns. Faced with un fait accompli, however, people holler, 'Who the hell this guy think he is, anyway?' and get excited.

In a fine compromise between coasts, the headquarters of the Union is established at Colbran, Colorado. The *THOLEPIN* has been appointed official organ of the Union. Dues are currently \$5 per person and boat registration is \$25.

We must have a Board of Directors to lend this thing some credibility. The following able, enthusiastic and distinguished people are being invited to serve. D.M. Street, Jr.; Lance Lee; Ed McCabe; Bob Hicks; Robert Booth; Robert Pittaway; Gordon Nash; Douglas Knapp; Paul Regan; John Freeman; Kay Neer; Steve Grimes; Rod Sadler; Herman Gucinski; Rick Lydecker; Dick Shew; Andy Steever; Roger Taylor; Chris Harkness;

Ben Fuller; Jim Holt; Dean Worcester; Bob and Emily Burn; Dusty and Sandy Rhoades; Dan and Robin Muir; Andy and Caroline Teeling; John and Vera England; Mr. and Mrs. Paul Hodge; Carl Brownstein and Jeffery Rutherford.

We would be delighted to hear from anyone else who would be willing to volunteer.

Press releases are in the mail. This is indeed an historic occasion. I think I'll put up a plaque. Long live the International Gig Union!

We'll call it gig racing for now because that's something people understand. Confronted by the 'winning is everything' mentality, to wax eloquent about the joys of messing about in beautiful traditional four-oared boats isn't likely to set anyone aflame.

I see no point in promoting another sport just for the sake of something different, if, in fact, it's just the same old thing. In my view, bicycle racing, rowing shells, canoe racing and marathon running are really all the same. They are just a means of driving yourself to the point of collapse for possible glory, a hormonal high, or whatever reason, perhaps just because it feels so good when it's over.

Some might think it just sour grapes since I haven't won anything lately. I righteously lay it to advancing age and other factors beyond my control, bad luck usually. Fact is, I enjoy a good brush as much as anyone, but to work at

it, to practice, train, get all sweaty, heaven forbid. It's just terribly dull.

So what am I suggesting? Well, I'm not just sure, but some sort of loosely organized group activity centered about the use of a large pulling boat. Now, I'm pretty much of a loner myself, but there are things that can be accomplished with a crew, more easily and with more fun. Cruises of some length and various sorts of boat handling contests would be amongst them. Additionally, with the right sort of wholesome, capable boat, certain non-competitive activities such as picnics, day cruises, overnights, become possible.

As for the proposed contests themselves, the possibilities are limitless. There could be complex courses to test close-quarters boat handling; tests involving individual skills like knot tying; complicated navigational problems with additional directions supplied at way points, and so on. Possibilities are limited only by the devious minds of the regatta committee. Key factors could be determined by lot at the last minute, even to choosing of crew, thus introducing an uncertainty factor and further encouraging well-rounded teams. What happens if the captain must be left on the beach, or pulled off in mid-course? At the other extreme would be elegant parade groups featuring fancy uniforms and snappy oar handling drills.

Another goal is to involve as many people as possible. We could

require, in addition to rowers and cox, a lookout (who could also hold the wire at the start) and a relief oarsman (would unlimited relief on board pay their way?). There would, of course, be many classes, including at least; kids (two to an oar?), teens, regulars and seniors. We shouldn't automatically think in terms of division by sex but probably there would be women's events and mixed as well.

Meets would be held up and down the coasts with geographical emphasis determined by season. The ideal venue would have suitable water, a good viewing setup, and provision for camping. This latter is, I think, an important element as it encourages conviviality, kids love it, and it's a great money saver, encouraging those of limited means. The popularity of the St. Michaels meet is due in no small part, I believe, to the marvelous camping facilities.

As for the boats, the desire is to keep them simple, wholesome, able and inexpensive. That they be beautiful is not crucial, but, I think, is important to the sort of people who will be drawn to this scheme. The first cost problem suggests a simple type such as the bateau as one solution. The Bolger Naval Jelly is an ultimate in this direction. I don't think this type should be ruled out but I would hope to encourage something along the lines of the West Cork Yawls or Scilly Gigs.

I had a 20 footer myself for years and it was a splendid boat, but for this project I would favor something a bit longer than is generally in use, perhaps 24' or so. Some types are designed for flat out racing. How much room is needed for cruising kit and for sleeping two crew off watch?

The limiting weight is what the crew can launch and retrieve beyond high tide. Certain contests might even involve respectable portages (wheels allowed). There must, of course, be a minimum weight to rule out flimsy or expensive hi-tech efforts. Certainly sailing would be part of the fun.

A logical starting point for sponsors would be established yacht clubs. They may, however, be too caught up in protocol and spending big bucks to take an interest. A better bet might be waterfront communities where civic pride could be exploited. Urbanna obviously can't afford a square-rigger, but a gig, no problem. With quasi-governmental projects, even at the lowest level, there's always the threat of messy politics. The best hope is probably a privately organized syndicate. Just a bunch of the boys down at the 'Y'all Come Back Saloon'. Even commercial sponsors would be welcome as long as there is no hint on the boat itself. I couldn't abide a boat named SPOT-

LESS CLEANER. I rather fancy mythical goddesses, although I suppose we can't rule out Urbanna Girl and Maid of Rockport. No one should be excluded, whether do-it-yourselfer with six kids, or big bucks ego tripper with hired apes.

Building it yourself with class plans or kits would keep costs within reason. Thayer & Company (ah, I KNEW there was an ulterior motive in all this) would be happy to supply a standardized keel/garboard/bottom molding. Strakes and other parts could be hacked out by any local woodbutcher following full size plans. I don't envision complete boats because I think there should be as much local involvement as possible. Mr. Big Bucks can hire an architect, tank testing, a builder, whatever he wants. My experience is that a bunch of sharp, dedicated guys (gals understood) is hard to beat. Each crew member would, of course, furnish his own oar.

So, back to the beginning of this article. Let me hear from you. Jim Thayer, 2106 Atlee Rd., Mechanicsville, VA 23111."

A GIG BIBLIOGRAPHY

Some reading on the subject if you're interested.

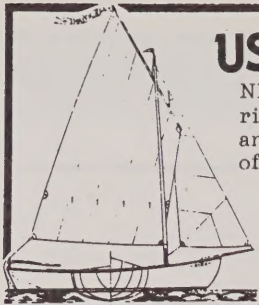
Pilot Gigs Of Cornwall, Simon Watts, WOODEN BOAT Magazine, Nov/Dec 1978. Good history, small scale lines and good clear photos.

Pilot Gig Smuggled, Salvaged Way Into History, John Gardner, NATIONAL FISHERMAN, May 1975.

Ancient Pilot Gig Lines Offered for First Time, John Gardner, NATIONAL FISHERMAN, June 1975. Lines and offsets plus info on recently built boats.

Gigs & Cutters of the Isles of Scilly, A.J. Jenkins, 1975. Available from Isles of Scilly Gig Racing Committee, St. Marys, Isles of Scilly, Great Britain.





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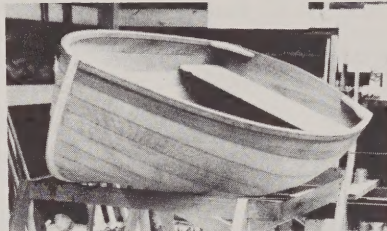
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THE WEST CORK GIGS

The gigs used by the West Cork Yawl Racing Association are 22 footers, 56 inch maximum beam, pulling four oars single banked (one oar to the person on his on thwart) and always with a coxswain, usually a young person, to handle the steering. There is evidently a difference of opinion on rocker as some have considerable and others look to be dead straight. Some stems are vertical and some curve at a good angle. One has a conical stem which gives her an odd appearance and quite a bit of flare. The boats are strongly built but obviously quite light. Some are clinker built while others are smooth.

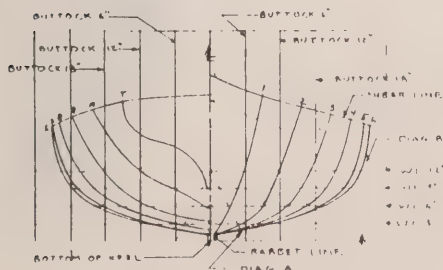
The boats are well kept but nothing fancy. Some of the oars look to be Sitka, the rest some lesser spruce. The fittings are functional and tend toward the bullet-proof with locally made ironmongery, hose clamps and the like. Footrests are massive.

ROB PITTAWAY'S 22 FOOT GIG

Rob Pittaway of Stonington, CT, provided Jim Thayer with lines for a 22' gig several years ago. He had the following to say about it:

"This boat is intended to be raced by four oarsmen who should be the strongest available to maximize the speed. A long skinny boat of this type will have no problem going in a straight line and so the skeg has been left off as a bit of wetted surface that could be dispensed with. Wetted surface means skin friction and that is the largest component of resistance at rowing speeds. The least wetted surface would be one with semi-circular sections, but this would be liable to roll over at the slightest provocation. The absence of the skeg will also help her to turn better and so she might be more useful for fun rows or group picnics.

The shape of this boat cannot be greatly improved upon, and so, given good motive power and hull preparation, she should be able to do as well as any under the same conditions. In line with the advice from the people in Great Britain experienced with this type of boat, hull weight for a racing class should not be too light."



THE RIGHTS O' MAN GIG

Carl Brownstein of the Rights O' Man Boat Shop in Shelton, WA, has developed his own scaled down version of the gigs of the British Isles. The 21 footer has been raced with three or five oars and cruised with one to five. His newest boat is ultra light, about 150 pounds. He and his wife can lift it onto the truck. It is lapstrake of 5/16" cedar with the laps shaved very fine

and faired with micro balloons. She was glassed for strength and to prevent soakage. There is no conventional keel, she is "planked down" and quite full aft. Carl says this makes her turn much better. She also has a big rudder. The boat is frameless except for a sawn frame for each rowing station. The Rights O' Man Boat Shop is at S.E. 2741 Bloomfield Rd., Shelton, WA 98584.



ABOUT THOSE FRENCH "GIGS"

British nautical writer Donald Street had some remarks on various gigs which he communicated to Jim Thayer a couple of years ago. Herewith a summary of these:

"I strongly suspect the 38' 'French Gig' captured in Bantry Bay and stored in the Irish Maritime Museum is NOT a gig at all. The naval ships carried various sized boats; little gigs of anywhere from 18' to 24' for carrying the captain and officers around, rowed by four oarsmen, really fast; launches or cutters which were big heavy boats used to transfer troops ashore, carry stores, set out anchors, etc. These latter were real back breakers, rowed with 10 to 14 oars. I suspect these are what the 'French Gig' really is.

The Cornish Scilly Isles smuggling gigs are much more suitable for racing. Some still exist at over 100 years of age, still racing. The 'French' connection here is their use for smuggling high duty items over from France. The boats had a yawl sailing rig with a dipping lug used when the wind was free. Whenever a customs vessel would approach, they'd douse the rig and row straight to windward. They'd do as much as 9 knots flat out! They were 32' long, clinker built, but lightly, of quarter-inch planking.

These boats could provide a

great seamen's race, starting on the beach with all gear aboard. The lightness permits the crew of six plus cox to pick this all up and carry it. Launched from the beach, rowed to the windward mark, sailed two reaching legs, the rig doused and rowed back to the beach. How would that be for a seamanship race? I think these would be far preferable to the big-gig Bantry boat.

Information on building these can be had from Tom Chudleigh, Boatbuilder, St. Marys, Scilly Isles, Great Britain.

In West Cork in Ireland, they use a 22' size with four oars. Their rules are simple, maximum length 22', maximum beam 56", built of wood. If you'd like to build something like these, get the lines of the 22' 1898 Lawley yacht rig from Mystic Seaport Museum, lower the stern, keep the bow height, give her a nice sweeping sheer preserving a 19"-20" midship depth and you'll have a great boat!

In the Azores, I have seen a number of whaleboats, 35' long, 6' beam, rowed with six oars, 18' long! They're very lightly built with steam bent frames, seam batten construction. There are dozens of them scattered throughout these islands. As the Portugese cut back on whaling, they'll become obsolete. Interesting prospect for big boat rowing."

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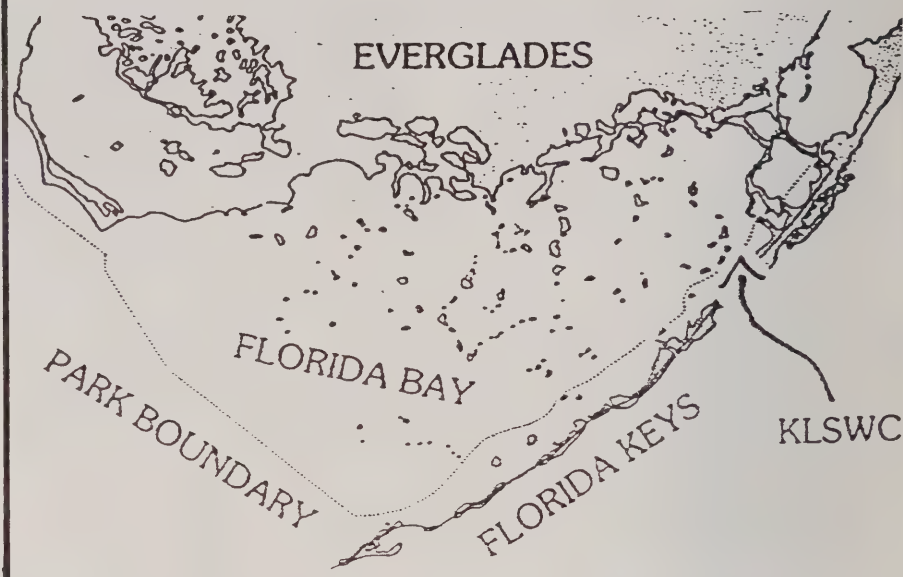
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Florida Bay in Winter



Shortly after you went cruising in the Virgin Islands in February, we (a family of four) sailed for four days in Florida Bay aboard a 34' sharpie. Most of Florida Bay is within the bounds of the Everglades National Park and is therefore preserved as a wildlife area. The dense mangrove covered shoreline and keys provide a wonderful bird habitat (bring your binoculars) and the shoal waters allow you to see a good deal of underwater life as well (bring your snorkel). There are not many other boats on these waters, once you leave the Intracoastal Waterway that runs along just north of the chain of keys from Biscayne towards Key West.. This gives the shoal water sailor a broad exploration range with plenty of privacy for overnight camping.

The boat we chartered was quite adequate, although spartan by comparison with the cutter you had. It had sitting headroom below, a two-burner propane stove, a portable ice chest that served very well, water in plastic jerry cans, a bucket for a head, and a solar camp shower that warmed up during the day on deck. Power was provided by a 7.5hp outboard, and the sailing rig was quite ample, in fact, we chose to reef the main during two of our four sailing days when the easterlies got up to fresh breeze strength. The flat-bottomed

plywood hull drew 16" and had leeboards for windward work. The shallow hull needs this split rig for you to play with in order to balance the center of effort against the lateral resistance of the hull. In fact, the mizzen is as important as the rudder for directing the boat in many circumstances.

The sailing and piloting challenges which this boat and the special local water environment provided was a great tonic to a family whose home waters were partially ice covered and quite uninviting to the pleasure boatman during this season. We didn't make any long passages or set any speed records, but were transported to a fascinating world of mangrove, waterbirds and underwater life, and a warmth that was a very satisfying experience for us all.

This mid-winter sailing trip was made possible through the considerate efforts of both Fran and Bill at Key Largo Shoal Water Cruises, P.O. Box 1180, Key Largo, FL 33037. They have four Bolger designed wooden sharpies for charter between November and June. Three are 25' BLACK SKIMMER cat yawls, the fourth is a 34' GAUNTLET yawl with a self-tending jib. All good boats for "messing about" in.

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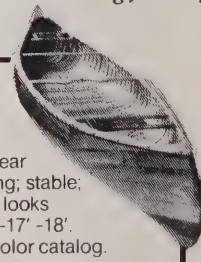
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Thousand Islands in Fall



"You wouldn't last ten minutes in those boats in July and August!" That's what we were told as we landed at Heart Island in the St. Lawrence River. One of our boats was a 15' sea kayak, the other an open 12' canoe.

It was only the middle of October, but it felt as though winter might start tomorrow. We had put in at the Keewaydin State Park boat launching area in the Thousand Islands of the St. Lawrence River. Thirty to fifty footers were being pulled out, covered with wooden frameworks and blue plastic stretched over all. There were some comments as we put in about needing help. Not really. With our boats, that was on advantage.

The name Thousand Islands" is a misnomer, there are over 1,900 over a stretch of 70 miles. All the water from the Great Lakes drains through them, through channels in some places less than 1,000 feet wide. The dredged channel must be a lot less. One red tanker towered over us as it passed. The Korean crew wore red coveralls. The cargo was aviation fuel.

Heading up the river, we passed close to islands with mansions, summer homes and camps, many from the last century. Some of the camps appeared larger than their islands, sitting upon them like a

hen on a too-small nest.

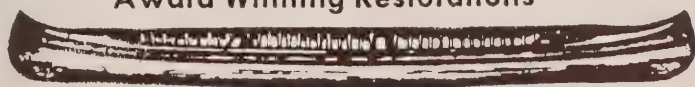
Boldt Castle was closed for the season, but the caretaker who voiced that opinion about our survival in mid-summer, let us wander over the island at the rear of the castle. The castle was never finished after the owner's wife died 80 years ago. It is still possible to see what was to become a powerhouse, bowling alley, theater, and servants' clubhouse. Across a channel on another island stood a three-section shingled boathouse that could accommodate three steam yachts with masts of 70', a steam tug, sailboats and a dozen motorboats. Behind the boathouse, a large motorboat had sunk and now rested on the bottom. There have been several owners over the years, but the entire place is now owned and being slowly restored by the Thousand Islands Parks Commission.

As we paddled away, we heard the sound of a high speed boat coming from somewhere in the maze of islands. Then it appeared, a vintage inboard taking the islands like a slalom course. Maybe that caretaker was right, July and August could be tough paddling around here!.

Gordon Harris, Stockbridge, MA.

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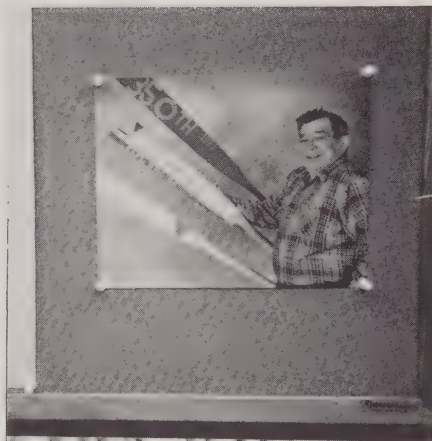
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Sam Novello and some of his oars.

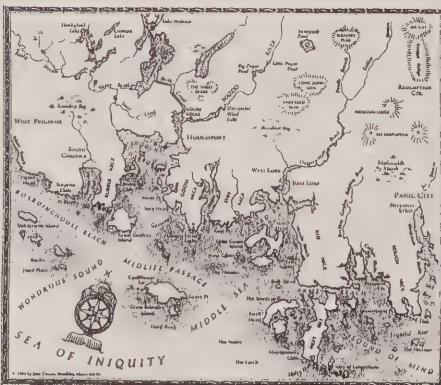
Hanging on a wall at a March
crafts festival in Gloucester, MA,
was a colorful row of oars, each
bearing a name. They were the
handiwork of one Sam Novello, who
had collected them over the years.
The story is this:

"This colorful collection of
oars came from the second floor of
the Novello Net Building in the
Fort, downtown Gloucester, where
they had been a focal point in a
shrine to the fishermen. In the
1920's and '30's, the seine boats
were kept at a separate dock so
they would not be crushed when
the mother boat maneuvered away
from the dock when leaving port.
Two of the crew would row the
seine boat from its berth and catch
a line cast off the stern of the
mother boat. Seine boats were towed
to the fishing grounds and used to
set nets for mackerel. As mackerel
supplies diminished, the seine
boats became obsolete and their
oars fell into disuse.

Sam Novello, who fished on
family boats such as the NORTH
STAR, VINCIE N and BONN VEN-
TURE since the 1930's, collected
the oars and painted them as a hob-
by. In the 1950's and '60's he
painted on the oars the names of
boats which contributed to the St.
Peter's Festival. He hung them on
the wall of his building near a
small shrine. Once a year they left
the shrine and were carried in the
St. Peter's Fiesta Parade by the
children of the boat owners. Some
of the oars were even used in the
seine boat races in the Fiesta if an
oar broke and no substitute was at
hand.

When the Novello building was
sold in 1986, the oars were pur-
chased so that the collection might
be kept intact. They will be put on
permanent display when a suitable
location is found."

Maine Coast Maps



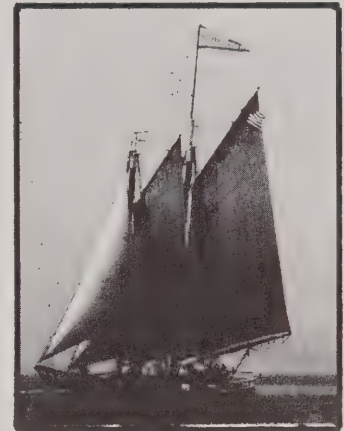
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are accurate geographical represen-
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Cape Ann Ship Modellers

At the same crafts festival, the Cape Ann Ship Modellers Guild displayed a number of very attractive ship models, including schooners, trawlers, tugboats and a seine boat. The "workboat" theme was strong, not surprisingly, in this working boat community. At one table, youthful Avery Barry displayed a lobsterboat model he had built along with many of his carved decoys. The lobsterboat model was

not for sale, but Avery's decoys were, at very reasonable prices. I'm sure this 13 year old would like to hear from anyone interested in purchasing one of his decoys or other carved birds. Avery Barry, 31 Derby St., Gloucester, MA 01930. The Cape Ann Ship Modellers Guild can be reached through Anthony J. Bertolino, 132 Bass Ave., Gloucester, MA 01930.



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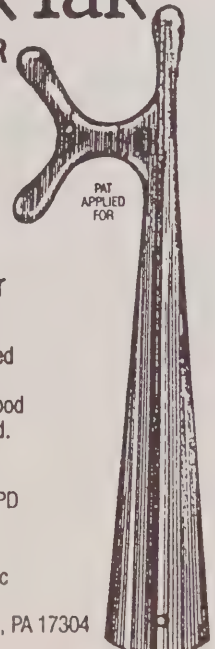
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CENTERFOLD OVERLEAF

"Running Aground Can Spoil Your Whole Weekend" was not really the title of this photo from the Rosenfeld Collection at Mystic Seaport Museum; but I liked it. The photo is part of a major new exhibit at Mystic on "Shipwrecks & Disasters at Sea" now open.

Running aground can spoil your whole weekend!





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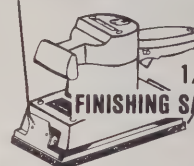
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PIUTE — Complete Plans For a Sensible Deep Sea Runabout

ANOTHER WESTON FARMER DESIGN

Every so often we get to run another of Weston Farmer's great articles on boat designs, thanks to his son, Wes. This one is about a sensible deep sea runabout, from a 1954 issue of SPORTS AFIELD, which in that time published a boatbuilding annual. Now, 1954 isn't all THAT long ago!

Go where far shores call—go when you want to go regardless of rough water in this fine family boat

By WESTON FARMER

PIUTE was conceived miles offshore mid towering black seas such as seem to run only on October afternoons. The "modern" basket of slats I was ferrying across Lake Superior was typical of the fancy, or showroom school of design, and was making lousy weather of it.

Right then it dawned on me why you never see the runabout type of

boat on big water: they can't take it. When you check them down to sensible going at a safe speed of 18 to 20 miles an hour, they get wet enough to drown you.

So I dipped back into experience for that once-prevalent type of boat which could slice through the going in easy fashion. The call for "showroom" speed has killed off production of the type. But you can't use any "showroom" speed except under ideal, or advertising conditions:

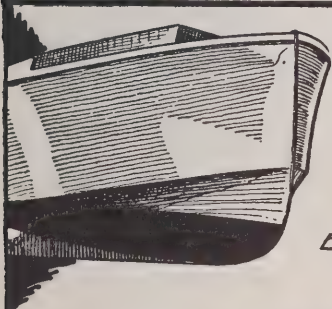


Fig. 1

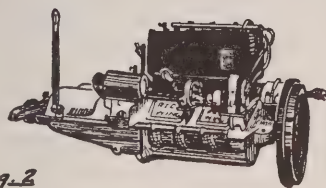


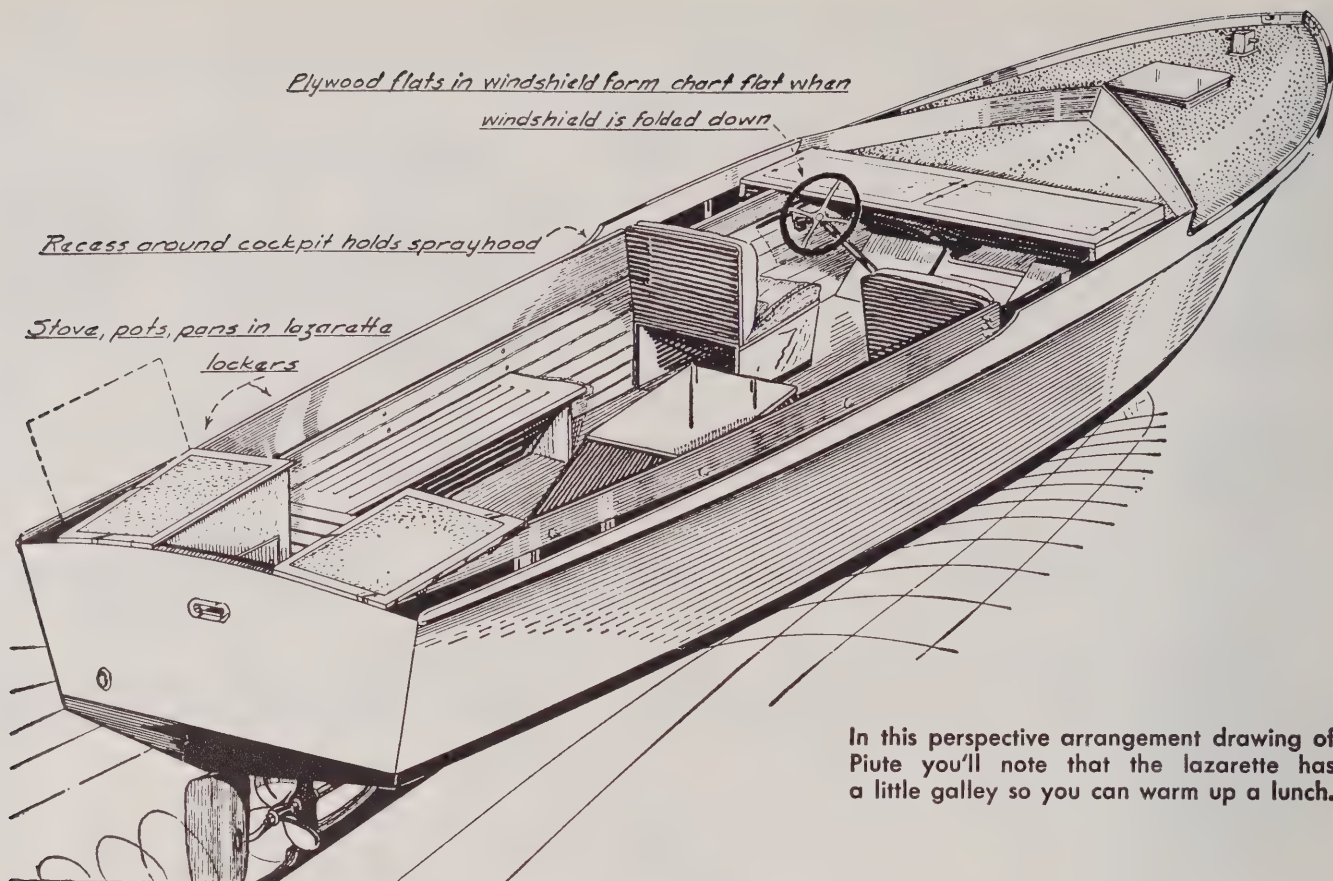
Fig. 2

Outboard Profile



10 11 12 13 14 15 16 17 18

Scale



Mediterranean blue skies, glassy surfaces on which everything appears like a shallop on a sea of dreams.

The weather still blows on big water. It always will. It rains, too. And weather won't wait. So since time is precious, why not have a *boat* that doesn't have to wait, either? *Piute* is my answer to this need. Powerboat men who know big water will cheer her advent.

The hull is of semi-planing type. She will lope along all day at 18 to 20 miles, will not be insufferably wet when checked down in the harder chances, and is premised on weight, length, brawn, and a slow turning prop—about 16-inch diameter at 1,000 rpm.

Now this is fortunate. You *can* use the modern and utterly reliable 40 to 50 horsepower runabout fours with a reduction gear and get the prop kick you need. Without a reduction gear on today's motors in this boat you won't have that Cadillac ride. Modern motors *without* reduction do not have prop diameter enough to give a real horse kick to the business end.

So, to get this kick on a *direct* drive, we can revert to type in motors, too, and use the kind shown in Fig. 2—an older type such as the Red Wing AA, or Kermath Vanadium 20. This kind of motor never

seems to wear out in normal use.

Motor makers are always well-stocked with such engines they have taken in trade, reconditioned good as new, and can sell for \$200 to \$300. Gray model Z, Kermath, Palmer, Red Wing—all are available today. They will swing the wheel area wanted, and they have Percheron horses in their cylinders—not hysterical Shetland ponies.

Any motor of about 4-inch bore by 4-inch stroke delivering 20 to 25 hp at 1,000 to 1,200 rpm and weighing in the neighborhood of 650 pounds will be ideal.

I mention power at some length, with highlights, because you won't get the feel designed into *Piute* if you substitute a lightweight, high output direct drive mill. Large diameter props of low pitch, wound up at 3,000 or so, won't give you the lope and ease and range you need. So much for feel.

Now a word about arrangement, and then to building specifications.

On a lovely and nicely balanced hull of the semi-planing, or more nearly true displacement type, we have a high-stepped chine as shown on the lines plan and at Fig. 1. This gives an easy riding boat. The bow wave of this hull cleans off the chine right around Frame 3, according to

the testing model I built and towed. The crew sits at about this point and so will ride dry.

Freeboard will give you shoulder-high protection behind the coaming, which is nice in blowy weather. In plan, as you can see from the perspective, the forward deck is encompassed by a rail or bulwark a couple of inches high. This deck drains rain and spray *outboard* through a scupper at the visor break.

Up forward is an access hatch for gear, and to stand in when securing ground tackle. All boats should have this. Ventilation, security, escape, stowage are all factors obtainable only with such a hatch.

Next on the deck comes the visor. This is primarily a spray and rain break. By raising the bulwark to visor height in way of the best riding position in the boat, we thus surround the covering board, making it a nest for the bows of a sprayhood, without which no open boat is really stormworthy.

That the visor is most practical is attested to by its continuing popularity, and by the fact that the Navy uses it freely today in all their stuff. Coast Guard, too. Hence the term "military type" which I use to explain why she is not the boat the modern streamline-dreamline-scream-

line school of paper sailors yell about.

It seems to me that the prettiest boat always results from being supremely functional. Let the hull shape result from the bulk needed—let the looks result from the way good honest lumber wants to stream when it is applied to that bulk, and you've got something beautiful in the sense that the boat's bulk is beautiful. The shape of the bulk alone can be beautiful—not lines or profiles or sections. They are two-dimensional, and are only outlines.

Into *Piute's* bulk abaft the steering position, we put the motor. It is placed on the center of buoyancy. So, any motor of any weight can't then unbalance the running characteristics I want you to have. Different weights will then mean only slightly different waterlines.

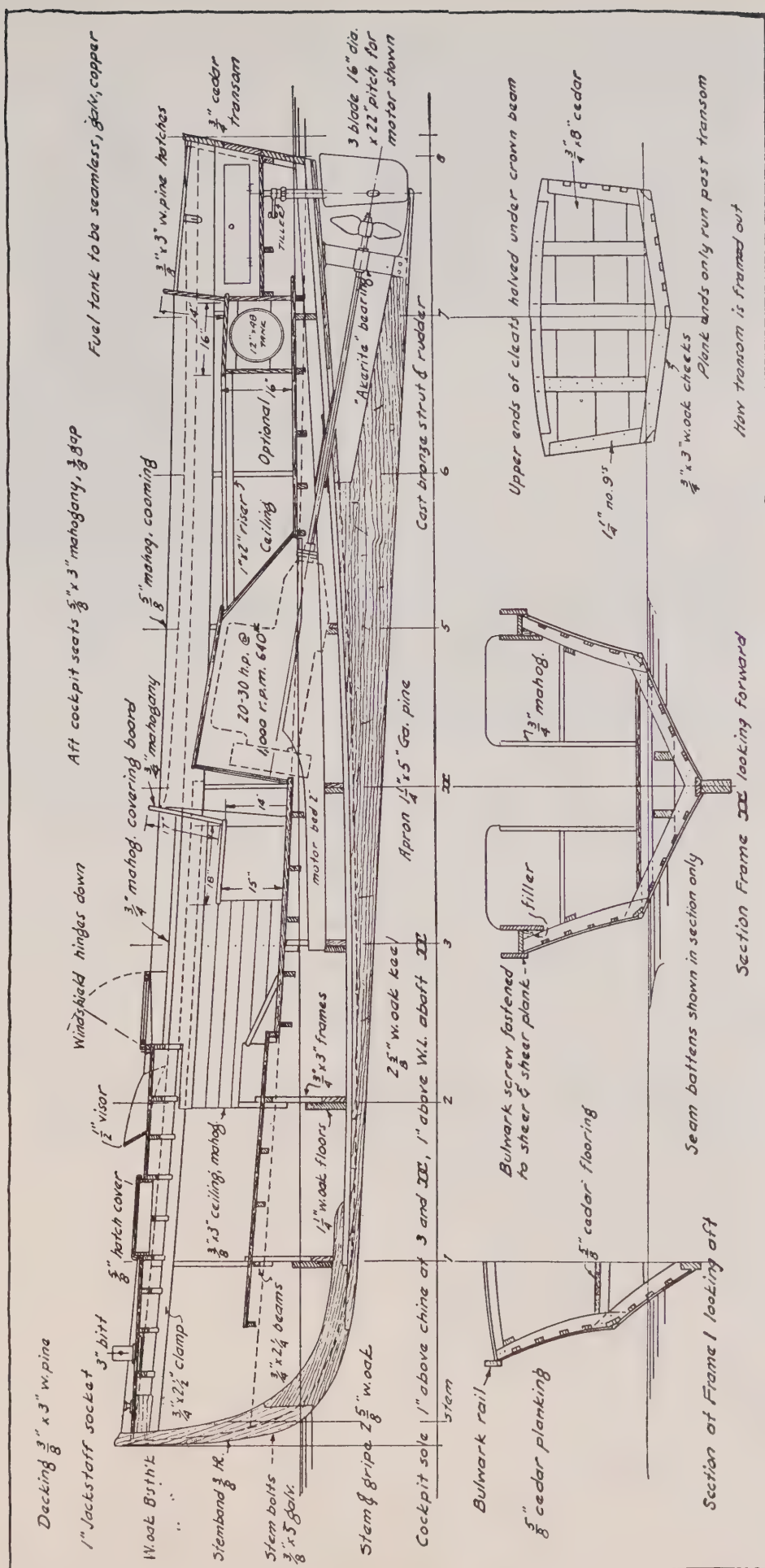
Access to the hull side, inboard, is necessary in "working ship." We provide this by putting the break in the seating arrangement just abaft the steering position. Not only does this provide side-of-hull access, but this break also supplies floor space for tools, oils and so on when the box is off the motor.

Next come two good side seats. These provide load trimming facilities when more than two use the boat. They can also accommodate sleeping bags. And with the spray hood up on starry nights, *Piute* becomes a fine cruising boat for that young couple who want to cruise beach fashion; folk who are ready for more boat than an outboard but who cannot yet afford a cruiser.

Instead of running the side seats to the transom, I've saved about three feet for a catch-all lazarette. This is in the form of full-depth hatched lockers, port and starboard, with a rope and gear floor between. Under the seat sits a seamless galvanized or copper fuel tank, holding about 30 gallons, or enough for 125 miles of going on 20 to 25 hp at 1,000 to 1,200 rpm. In one of the lazarette lockers one can stow a Primus stove, pots, pans, dishes. The other can be the ship's larder.

This gives you most practical accommodation. And engineering-wise, it gives you length which you need for easy going and it shortens the cockpit while putting weight forward, where it is needed.

(To be concluded)



It was a pleasant coast by which we sailed northward for the next mile and a half; light and airy cottages were sprinkled about on the gently sloping hillside which faced the bay, and there were plenty of shady trees and groves. This stretch of shore stopped at Conimicut Point, which we could see ahead, running out eastward for more than half a mile in a long, low, straight line. At the angle where it started out, the water made into the land, and there was a pretty little cove - "Mill Cove" - into which a small stream ran from the southwest.

When we came to this place we sailed into it, and had some notion of making our camp somewhere on the neighboring shores, but finally decided that the afternoon wasn't so far advanced but that we would have time to double Conimicut Point and run up into Spring Green Cove for the night.

So we headed out into the bay again, and tore along at a great rate, with the wind on the star-board quarter, and the big waves rocking us about, and dashing up on the long, sandy, southern shore of the point, a dozen rods to our leeward. It was a point, indeed, running out and out, sandy and treeless, tapering by degrees, with no buildings on it except a collection of dingy oyster houses and shanties at the extreme outer end.

Long as the point was, we coasted along it so fast that the end soon seemed near by. From the opposite side of the bay a long stretch of beach came westward toward us from near the entrance of Pierhaven River, and ended in Nayatt Point, over against Conimicut. Between these points, across the water, it was about a mile.

This was the northern limit of the bay, as usually spoken of; for, though a broad arm of salt water reached up for seven miles further, averaging more than a mile in width, this was called "Northport River," from the city at the upper end. Here where we were was its entrance from the bay; and on its waters our expedition was now to be continued.

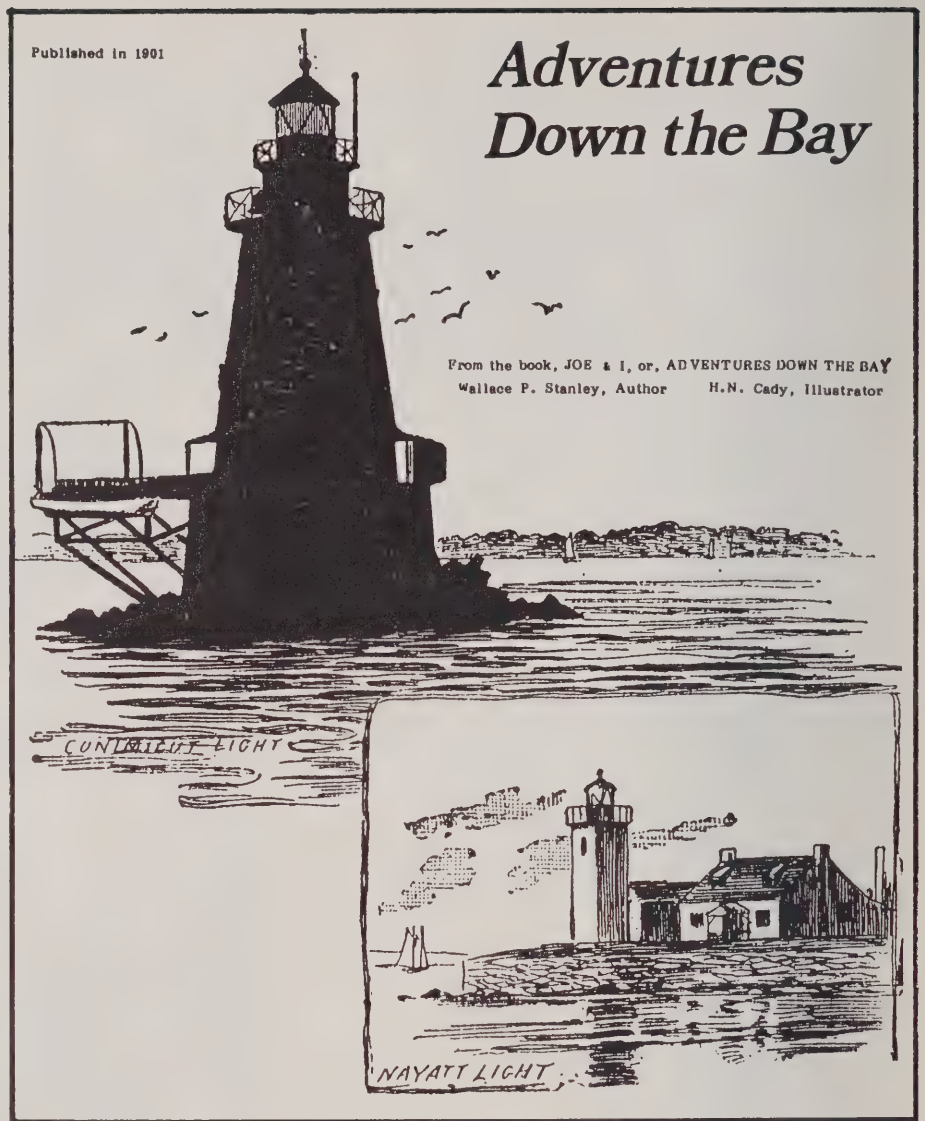
Bearing east and somewhat south of us, a tall, dark red tower rose from the water, with a platform extending from the foundation at one side, which was braced and supported from below; a boat hung over the water from davits attached to the outer edge. Near the top a bell was seen; above this was the lantern of a light-house - it was Conimicut light.

"What possessed them to put it out so far from the point?" said Joe. "I've seen it from over by Nayatt, but never from this side before; I thought it was nearer land. Rocks in between, perhaps."

Published in 1901

Adventures Down the Bay

From the book, JOE & I, or, ADVENTURES DOWN THE BAY
Wallace P. Stanley, Author H.N. Cady, Illustrator



We had now run out to where the gravelly end of the point was washed by the hurrying waves; but a disturbed and foaming line, which continued in the same direction for several yards, showed that the submergence was very gradual.

"We'll keep on this course a bit further," said I.

"Don't run 'way out to the light-house," said Joe, presently. "It's getting toward sunset, and we don't want to go over more ground than there's need."

"I'd rather go over the ground, than onto it, in such a swell as this," I rejoined. "But we must be all right now, so here goes," and as I pushed the oar-handle to windward, the TRITON's bows turned to the north.

In a few moments we were startled by seeing bottom around us, shallower it grew every instant, till the brownish-yellow gravel seemed but a foot below us, in the hollow of the waves.

"Gracious! How much nearer is it going to come?" exclaimed Joe, and at that moment there was a slight bump and grating, as a big surge let us down, but that was all. The end of the steering oar

dragged and scraped among the pebbles for a few seconds longer, but the water deepened as rapidly as it had shoaled, and we soon could see bottom no longer.

"Well, I must say," declared Joe, "that point can give points to any point on the bay, and have enough left over to make a lot more, and a whole batch of islands as big as that Chippeway-how-much we were on this morning!"

"It seems clearer, now, why the light-house was put out so far," I added.

At Nayatt Point was another light-house, one of the oldest on the bay, which had long marked the entrance to the "river" - it was easier to build it there than off the opposite point, where a foundation of rocks had to be raised from the bottom. But now that the more ill-defined and dangerous side of the entrance was at last pointed out by a new and powerful beacon, there was no need of keeping up the older one, and its white buildings, conspicuous from all the surrounding waters by day, were no longer noted after nightfall.

"Now stand by to gybe!"

He hauled in the sheet; with a

jerk and a whirl the sail went over to starboard, and I gave the steersman's place to Joe, and showed him, by aid of the map, how to head us for Spring Green Cove, two miles to the northwest.

The north side of Conimicut Point stretched up in the same direction, in a long, regular curve. We were in its lee, and so in smooth water, after our late tossing on the bay, where the waves had been gathering in size and momentum for miles. The water all around here was shallow; we could constantly see the bottom, mostly covered with eelgrass. The wind came to us over the low point as strongly as ever, and the sight of the weeds, stones and shells skimming by close underneath added to our apparent swiftness. Once in a while I caught sight of a crab, but we were going too fast for taking good aim at him, beside the wavering caused by the ripples.

As we went on, keeping a straight course, the land, curving inward like a bow, drew further off from us, till nearly half a mile away, on our port side; - as it curved on ahead, we, running on the string to the bow, would draw near it again. It now began to rise higher from the beach, in low bluffs, growing higher by degrees further on; we were no longer coasting the point, but the mainland. Trees and buildings began to appear; soon we were opposite quite a cluster of houses; this was "Riverdale." From here onward, the bluff, shaded with trees, curved to the point, beyond which lay the cove. On the starboard, we looked northward up the river for miles. Three steamboats were in sight: one good-sized one coming up from Oldport to Northport; with his glass Joe made her out to be the DAY STAR. She was a side-wheeler, and the others were propellers; one of them, a large freight steamer of the Philadelphia line; the other, one of the excursion boats running to the bedside resorts. The prospect was also dotted with the white wings of many sailing craft, large and small.

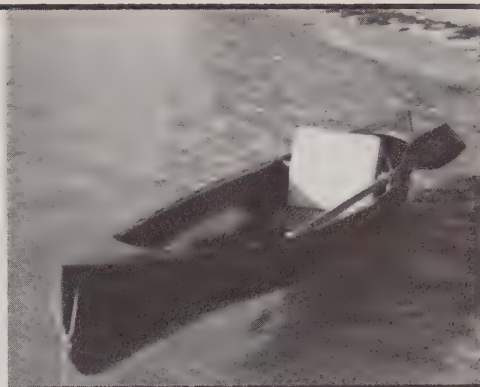
(To be continued)

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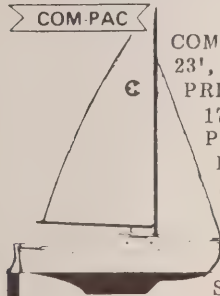
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ANNOUNCEMENTS

ANTIQUÉ & CLASSIC BOAT FESTIVAL

The Boston Harbor Associates and the Constitution Museum are promoting the 5th annual gathering of good old time antique and classic boats at the Boston National Historic Park in Charlestown, MA, on Saturday, July 4th. The main event of the day is the parade of the boats taking part behind the U.S.S. CONSTITUTION as she does her annual turnaround cruise from the old Navy Yard out to Castle Island and back. Sail and power craft are welcome, original, restored or replicas of traditional, classic and antique boats. For those entering, judging and awards are also included. Plenty of docking space is available at Pier 4 in the Navy Yard complex. This year facility for launching trailered boats will be arranged. Boston Harbor Associates, Pat Wells at (617) 666-8530, Ralph Cutting at (617) 489-1137.

ERIE CANAL CANOE TRIP

Steve Gurney of New Haven, CT, is organizing a canoe vacation on New York's Erie Canal, scheduled for mid-July. He wants interested persons to hear about it now in order for them to be able to arrange vacation plans if they desire to go along. The group will paddle the historic canal from Buffalo to Albany, NY, camping along the way, and learn about the history of this earliest major inland man-made waterway on this continent, completed in 1825. July 11th is the starting date. For further details, contact Steve Gurney at 52 Edgewood Way, New Haven, CT 06515, (203) 389-2733.

SECOND ANNUAL MOBY DICK RACE

The New Bedford Office of Tourism is hosting its second annual Moby Dick Classic rowing race in New Bedford harbor on July 4th, with classes for a variety of recreational rowing and paddling craft, part of an all-day community celebration.

New Bedford Office of Tourism, 47 N. Second St., New Bedford, MA 02790, (617) 994-9905.

CRAFTSBURY SCULLING CAMP

The Craftsbury Sculling Center will run a full season of sculling training camps for all ability levels beginning early in June. Week long and weekend sessions are scheduled. Location is on Lake Hosmer in Craftsbury Common, VT.

Craftsbury Sculling Center, Box 31, Craftsbury Common, VT 05827, (802) 586-7767.

MISERY ISLAND RACE RESCHEDULED

The Misery Island rowing/paddling race scheduled for May 16th has been moved to May 23rd to avoid conflicting with the small boat race held on the 16th at the Small Boat Show in Newport, RI. Details, Henry Szostek, (617) 927-19834.

CONNECTICUT RIVER ROWING & PADDLING RACE

The Connecticut River Oar & Paddle Club will host its second annual event for rowing craft, racing and traditional canoes, and kayaks, on May 9th from Essex to Saybrook on the Connecticut River over a 3.8 nautical mile course.

Other activities scheduled by this club for the 1987 season include the following:

Selden Island overnight cruises on May 22-24; June 19-21; July 17-19; August 14-16; September 18-21.

Summer Solstice "Black Tie" evening cruise to Essex, dinner ashore, June 21.

Lieutenant River Cruises at Lyme Street Fair, August.

Traditional Small Craft Weekend, October 10-11.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. Jon Persson, (203) 388-2343. John Stratton, (203) 434-2534.

TWO CONTINENT CANOE EXPEDITION

The ambitious adventure of paddling two canoes from the Arctic shore of northern Canada to Cape Horn, undertaken by Verlen and Valerie Kruger (see BOATS, Oct. 1, 1986) has reached St. Petersburg, FL, by the time you read this. The Krugers successfully beat winter freeze-up on their route down through the Great Lakes and Mississippi River and tributary streams. Before long they'll be off over open seas to Cuba and then down the West Indies island chain.

If this adventure intrigues you, you can follow it in detail on the pages of their Expedition Newsletter, a nicely printed 8 pager that will be published throughout the two year trip. Issues 1 through 7 are available at \$1.25 each, and for \$20 you will receive all the remaining issues.

TCCE Newsletter, c/o Dorothy Webster, 140 S. First Ave., Alpena, MI 49707.

COMMUNITY ROWING FOR 1987

Community Rowing of Cambridge, MA, will relocate its summer-long rowing activities on the Charles River to the MDC Daly Rink site in Brighton, where they plan to erect temporary boat storage facilities and docks. Memberships and volunteers are solicited for this non-profit group, and rowing opportunities will be offered in several formats from 4 weeks to all summer.

Community Rowing, Inc., P.O. Box 2604, Cambridge, MA 02238.

CHELSEA ROWING CLUB EVENTS

The Chelsea Rowing Club of Norwich, CT, has announced its 1987 schedule of rowing events.

JUNE 20. Rose Arts Race for recreational rowing craft.

JULY 11. Firecracker 12, 12 mile rowing race from New London to Norwich.

SEPTEMBER 20. Head of Thames Regatta, including recreational rowing shell classes.

Chelsea Rowing Club, P.O. Box 22, Norwich, CT 06360. Jay Fisher, (203) 822-8269 days, (203) 886-1867 eves. John McClure, (203) 564-5849 eves.

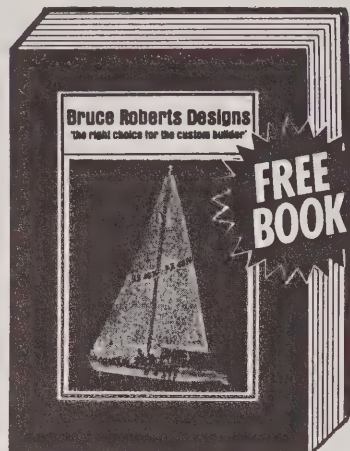
SMALL BOAT SHOW PROGRAMS

The North American Small Boat Show on May 15-17 will include the now well established Small Boat Race for a variety of oar and paddle powered craft, this year under the direction of Bart Dunbar of Newport. Call Bart at (401) 849-2243 for information.

A proposed new activity will be the Speed, Safety and Maneuverability Trials designed to compare relative abilities of different forms of human powered small boats. These will be open to interested public, as is the Small Boat Race. Tom Baker of SMALL BOAT JOURNAL is the man to call on this, at (802) 442-3101. Or try Gary Hoyt at (401) 847-7475.

WOODEN BOAT SCHOOL CATALOG ARRIVES

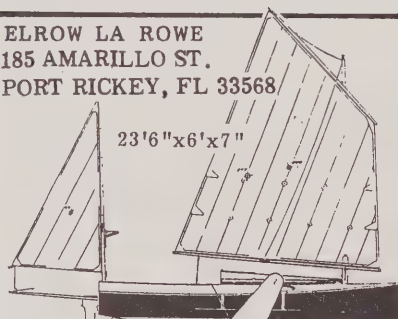
The 1987 Wooden Boat School catalog just arrived (April 1) and it's a beauty, 28 pages of details on about three dozen courses available covering just about every aspect of wooden boats from design through building, equipping and repairing, to using them. Full color covers project the allure of the "campus" at Brooklin, ME. Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.



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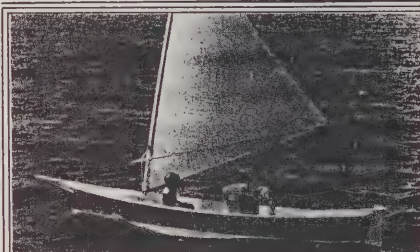
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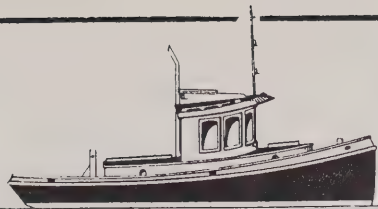
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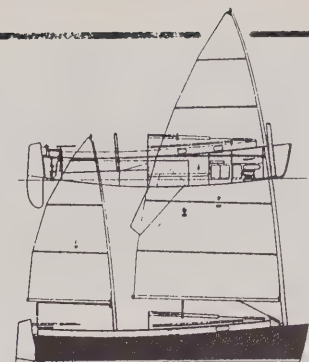


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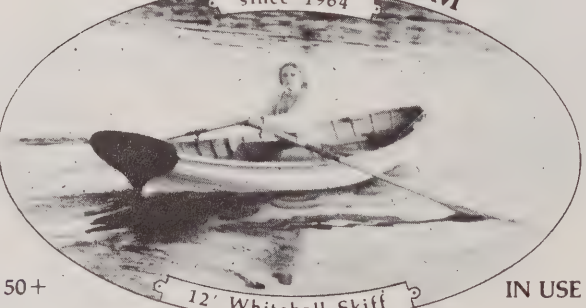
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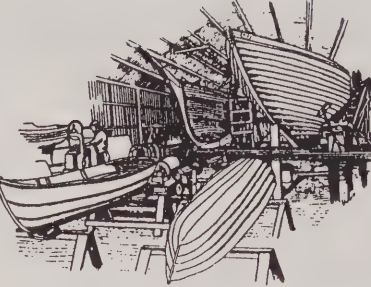
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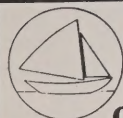
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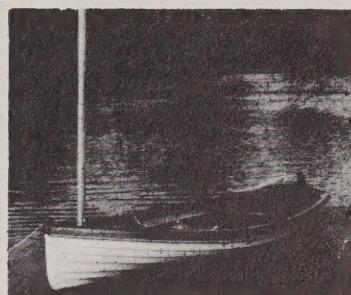
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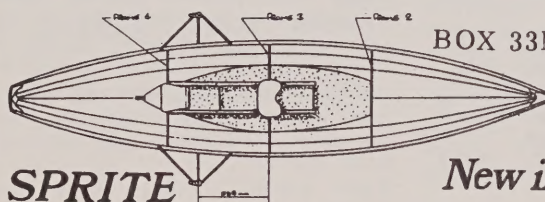
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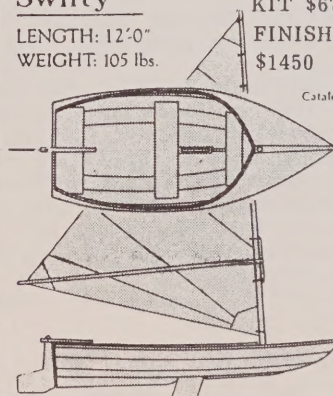
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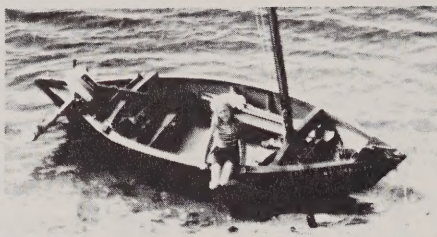
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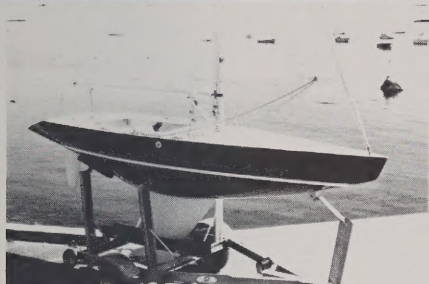
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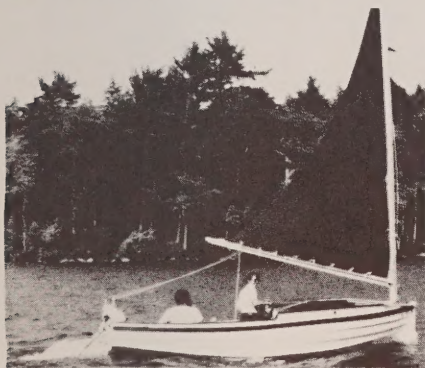
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MAD RIVER CANOE, Malecite, Kevlar 49, mist green. 16'6", 48 lbs. light cruiser, new this summer, perfect condition. List \$1379, sell for \$979 or B.O.

SCOTT ISACSON, 6 Harbor View, Branford, CT 06405, (203) 488-4164. (24)

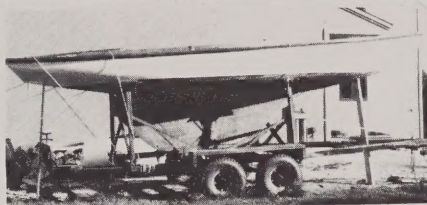
LASER WANTED, with trailer. Also waterfront land down east; Herreshoff 12-1/2.

MARNIE MAC DOUGALL, Portsmouth, NH, (603) 436-6214.



CATBOAT GARFIELD. Marked down for quick sale! Bolger's Mouser design, 16'x6.5'x15". Wood/epoxy construction. 182 sq. ft. tanbark sail, gaff rig. 4hp Merc, all equipment needed to sail. Trailer. This is a fast and able sailer that eats many 22 footers for breakfast. Excellent for chasing whales, camping, catching bluefish and beaching on the local sand bar. Now just \$5,500!

RICHARD ZAPF, Georgetown, MA, (617) 352-6135.



24' BLUENOSE SLOOP, wooden, 1955. Well mannered quick classic. Pine on oak. New sails, new mahogany coamings and rub rails. Needs some minor repairs. Asking \$3,500. Custom heavy duty trailer also available.

BEN CARR, N. Berwick, ME, (207) 676-9285 eves. (1)

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WOODEN BOAT VIDEO, P.O. Box 78M, Brooklin, ME 04616. VISA/Mastercard customers call toll free 1-800-225-5205. Specify VHS or Beta. (24C)



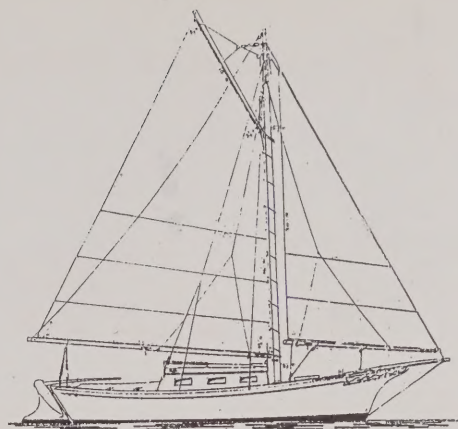
21' FISH CLASS SLOOP, N. Herreshoff design, gaff rigged. Big sister to the popular H-12. This beauty has been actively sailing on Buzzard's Bay for over 60 years. A small cuddy cabin has berths for two, a stove, and plenty of room for a week's cruise. Sails are only two years old. A complete listing is available. Asking \$7,500 or b.o. **RAY WELCH**, Boston, MA, (617) 227-7411. (1)

WANTED. Turnabout sailing dinghy.

ALAN ROBERTSON, New York, NY, (212) 431-6865. (24)

WANTED. Small bronze yachtman anchor.

THAD DANIELSON, Leverett, MA, (413) 367-2180. (24)



24' NEW SISTER by Wm. Atkins. Shoal draft ctrbd. Rebuilding 90% complete. Fully found; sails, rigging, Shipmate "Skippy", outboard in well, etc. Distress sale at \$3,000 F.O.B. Mansfield, MA. **BOB SERVAIS**, Mansfield, MA, (617) 339-2409. (1)

17.5' FOLBOT SUPER. Two-seater kayak in excellent condition with two double paddles, seat cushions, complete sail rig with rudder, tiller, leeboards and sail. Great for just messing about! \$525.

RUSS MARTIN, Marion, NC, (704) 724-4470 eves, (704) 652-7341 days.

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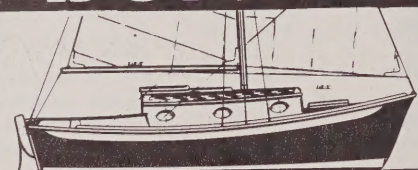
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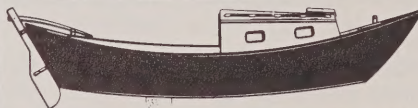
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